


DAILY DEMOCRAT

FRIDAY. - - - MARCH 25, 1865.

The Lamp-Lighter in Louisville.
We were amused a few days ago with an item related to us by a citizen of the First Ward.

ates that as the old "lamp-lighter" paced up and down the principal streets, the other night, lightning bolts, as it were, flashed from each street light as he passed along, until he got to the corner of Shelby, where the last pole was stationed—up went his ladder and then up went himself, and in a moment the gas was burning as clear brilliant light. Then, down again—leaving his ladder and on he goes, trudging along the streets, and the place which has become so familiar to him. Reaching the corner of Shelby and Second, he pauses a moment and glances the ladder again against the tree, and up he goes as usual. He halts—there is something wrong—there is a slight mistral. What is it? Down he climbs and takes a second look. He is disappointed. He looks at his ladder, shakes his head mysteriously, and ascends again. He is again disappointed, and the ladder again. For a moment stubbornly persists in striking the tree. It won't go off; and down the ladder he comes again, and takes another look—pulls off his

shakes it, pulls out his pipe and lights it, should he
his ladder again and presses homeward. Y
withal may be not be as active, vigilant, and
prompt as anybody else; for certainly, if not
a machine man, he has got to be a kind of m
machine!

 A letter has been received from Mr. T. L.
Johnson, announcing his intention of leaving Har
in the Arago on the 9th of April.

Destruction of the Alabama

Full Particulars.

We copy from the New Orleans Picayune, of the
20th inst. the following interesting article:

We are enabled this morning to give more particulars of the terrible accident on the steamboat Alabama.

The explosion took place at about half past five on the steamboat Alabama, with the names of the killed and wounded by the terrible explosion.

On Saturday, the 15th inst., at eleven o'clock the forenoon, while the ill-fated boat was on its upward trip from this city to Ninden, their lumbering cargo exploded, blowing the vessel some six miles above Grand Exora. So tremendous was the explosion that all the cabin, tawa, tarp worn away, back to the barber shop, were torn violently, and to add to the frightful scene, the water around the ship caught fire, and was burnt to the bottom of the bay, with her cargo, consisting of some seven hundred barrels.

No less than nine lives were lost outright by this disastrous accident. The names of the unfortunate victims are as follow:

Lincoln, C. Butler, deck hand; Patrick Kelly, tally clerk; John Flaherty, Stephen McDonough, and John Laughlin, firemen.

Lady's loaded—Katie Whalen, Mike Collette, and John McCoo, and Billy Ward, firemen. The women were all left at Nauteiches.

Wounded.—J. C. Graeff, captain, slightly, on the right arm; John Brander, pilot, badly, on the right arm; A. G. Swao, assistant pilot, slightly, J. M. Youmans, slightly, D. Bayless, first engineer, slightly, J. Beckman, second engineer, slightly, J. C. Mosby, steward, slightly, Tom Lewis, fireman, slightly, S. C. Sandley, on the right arm, J. Deard, passenger, slightly.

The greater number of the wounded came down on the Swamp Fox, which arrived here this morning. The bodies of three of those killed at the unfortunate accident, T. S. Bell, Mr. Proctor,

The British Minister, Mr. J. F. Crampton, recently addressed a letter to our Secretary of State informing him that the British Government is desirous to present some acknowledgment to Mr. Grinnell and to Dr. Kane, and the other officers of the American expedition, as a memorial of

Senators services; and that her Majesty's Government trusted that the Government of the United States would not withhold their permission to such of those officers as are in their service to accept any token of thankfulness which may be offered to them by the British Government.

Mr. Marcy replied as follows:

WASHINGTON, Dec. 18, 1855

SIR: I have had the honor to receive your letter of the 18th instant, offering the congratulations of her Majesty's Government on the safe return of Mr. Keane and his men from their expedition to the Arctic region in quest of Sir John Franklin, and the thanks of her Majesty's Government for the aid afforded to the expedition by the Government of the United States. I can also express a hope that this gov-

such tokens of thankfulness as might be offered her Majesty's Government. I reply that I have the honor to acquaint you that, by the Constitution of the United States, the power to give permission referred to is exclusively vested in Congress. A copy of your note, however, and of my reply, will be submitted to the consideration that body.

I avail myself of this occasion, sir, to offer to you a renewed assurance of my high consideration.

Yours, &c., &c., J. W. L. MARY

TO JOHN F. CRAWFORD, Esq., &c., &c.

A MELANCHOLY EXAMPLE OF UNINTENTIONAL SELF-DESTRUCTION.—Never have we been called to record so melancholy an event, as one who occurred in our city yesterday. Mrs. Harriet T. Smith, a young lady, who resided at 315½ W. 4th St., having been seized with cholera morbus, and lying in bed, with a bottle of chloroform pressed to

use of laudanum, and so confirmed his
come in this habit, that the express entreaties
friends, and the most powerful remonstrances
himself, regarded her helpless infant, for
reputation or that of her friends, who stood
high in public estimation, and numerous resolu-
tions and promises on her part to desist, all
were insufficient to restrain the unnatural ap-
petite, and she continued to follow her
prospects, and has at length cut her off
at the early age of nineteen or twenty years.

For some time her friends had endeavored
prevent her indulgence of this habit by with-
holding her the means of procuring it, but
from the most powerful enticement, and bribing
children, occasionally secure portions of this baneful
her life. When she could not procure laudanum
she would manage by ingenious expedients to
procure chloroform as a substitute, and several


from its effects. On yesterday morning she borrowed money under the plea that she wished to procure medicine for her infant child; it was sent for chloroform.


She had ordinary health at breakfast this morning; at ten o'clock she was rigid in the arms of death. As soon as her condition was known a physician was called, but it was too late; her heart had forever ceased to beat; the vital spark was quenched. What a commentary on the vice of self-indulgence, and the pernicious power of habit.

The deepest sympathy was manifested by citizens for the bereaved husband, who has made his abode with us, and is engaged in the cattle business.—*Alton Cur.*

and entered the service as a midshipman in 1890. Since that time he has served more than eight years. He was First Lieutenant on board the Hornet, C. Biddle, in the desperate engagement with the Japanese battleship, the *Mikuma*, which resulted in the capture of the Japanese ship. At the same time, in 1904, while commanding the *Albatross*, Commander Conner, as commander of the Hornet Squadron, received orders to defend the coast of Texas, as part of the United States; and in 1916, when the *Albatross* was assigned to duty in the Gulf of Mexico, he was ordered to maintain the blockade of all the ports of Mexico. In the course of the war he made fruitless attempts upon Alvarado. Subsequently he led a squadron upon the coast of Mexico, and was relieved in 1917, and has not been in active service. By the action of the War Board appointed under the late act of Congress, Commander Conner was placed on the retired list, and was granted the rank of Captain on Leave Pay.

TRANSPORTATION

Hawkins' Omnibus Line

LEAVES MIDDLETOWN
 Every morning (Sundays excepted) at 8 o'clock and arrives at Louisville at 9 o'clock. Leaves Louisville at 4 o'clock, and arrives at Middletown at 6 o'clock P. M.
 Passengers will be called for who leave their baggage at Kirk's stable, on Third street, opposite the post office, at Kirk's stable, on Fifth street, near Main.
 Fare from Louisville to the Fair Grounds 10 cents. From the Fair Grounds to the Middletown 25 cents.
 Comfort, cheapness, speed, and safety are given particularly, and the public may be assured the line will be permanent.
J. R. & W. T. HAWKINS
 We will also take charge of and deliver passengers at the end of and anywhere along the line on accommodating terms.

FOR WASHINGTON CITY
Baltimore, Philadelphia
NEW YORK, & C.
Fast direct through Line for the
BALTIMORE & OH

RAILROAD!
THIS GREAT WORK OF IN

nal improvement (379 miles from Wheeling, Baltimore, and 403 to Washington.) was opened this river in January, 1883, and has now been authorized and approved, both as a freight and passenger line. The new line is a double track, and is solidly constructed, fully equipped, and efficiently managed, and is thus no less an attractive as a safe line for travelers. The late completion of the Central Ohio Road, from Columbus to the Ohio River at Wheeling, adds greatly to the importance of the route, offering, as it does, the most thorough and direct connection with the entire West.

Make a direct connection with the Railroad to Philadelphia and New York, &c.

Passengers going East from Louisville, may take the Baltimore and Ohio Railroad, and there take the Washington and Annapolis Railroad, and connect with the Eastern, or may leave Louisville by the Jeffersonville Railroad direct.

The Mail Steamers leave Louisville daily for Cincinnati, where they arrive so as to connect with the Little Miami Railroad at A. M. (or 5 P. M.). Columbus, connecting there with Central Ohio Railroad, and thence to Cleveland, or to Detroit, or to opposite Newbold station, 4 miles below Wheeling, at this place the connection with the R. and O. Railroad direct. By express train of this route, from Cincinnati to Baltimore is less than 35 hours, and to Washington less than 48 hours.

THROUGH TICKETS are sold as follows:

Steamers to Cincinnati from Louisville to Wash-

✓ To Baltimore, \$10; to Philadelphia, \$16 and
return, \$20. To Washington, \$7; to Newark,
\$8; to New York, \$9. To Chicago, \$16 and
southern coast of Third and Water streets. Look
✓ Be sure to ask for tickets by the Baltimore
Ohio Railroad route.

THROUGH TICKETS may also be had at the
Jefferson Station Railroad for the Baltimore &
Annapolis route, by way of the Jeffersonville, O.
Mississippi, Little Miami, and Central Ohio Rail-
roads. Rates: From Lehigh Valley, \$19; from
New York, \$21; to Baltimore, \$45; to Philadelphia, \$41;
to New York, \$41.

AT WHEELING or Kenwood the passenger is
in superior cars of the B. and O. Railroad, which
daily at 5 p. m., and 11-45 p. m., for Baltimore
(except on Philadelphia) by close connection
leave in 1½ or 1 hour, including stoppages. Fine
speed, regularity, beauty of the country, a

For particulars see freight tariff, copies of which are had of any of the Forwarding Houses in Baltimore.

JOHN S. D. BIRD
Master of Transportation, Baltimore

SHORTEST ROUTE TO BALTIMORE

And Quickest Route to Philadelphia
1855. Summer Arrangement
~~TO BALTIMORE AND~~
To Zanesville, Wheeling, Baltimore,
Washington City, Philadelphia, &
ALSO TO
RICHMOND, PETERSBURG, NORFOLK,
WILMINGTON,
BY BALTIMORE AND OHIO
CENTRAL OHIO, AND LITTLE MIAMI R.
VIA

Columbus and Wheeling.
THREE DAILY TRAINS
Cincinnati at 4 A. M., 10:20 A. M., and
TO ZANESVILLE IN 40 HOURS.
TO WHEELING IN 10 HOURS.
TO MASONVILLE IN 30 HOURS.
TO PHILADELPHIA IN 30 HOURS.
TO WASHINGTON IN 22 HOURS.
Connecting at Baltimore with Train Philadelphia
and Baltimore railroad, to Philadelphia
meeting with Train New York railroad, to
New York, Baltimore and Washington.
This is the only route which can make the
drive between Cincinnati and Baltimore: at
hours in advance of any other route.
This is the Quickest Route from Cincinnati

I HAVE CONSIDERED THE LITTLE MIAMI PASS
 LET TRAIN—Lighting Express—Little Miami
 leaves Cincinnati at 6 o'clock, a. m., arrives
 at 11 o'clock, noon. Leaves Cincinnati
 noon, and arrives at Wheeling at 4 p. m.
 Connecting at Wheeling with Train
 No. 1, railroad, and arriving at Baltimore at 11
 a. m. Arriving at Washington City at 11 o'clock
 a. m. Train leaves at Baltimore for Wash-
 ington, N. Y. and New York, N. Y.
 Connecting at Washington for Frederick-
 town, Md., Baltimore, D. C.
 To Train Express—Little Miami railroad.

Connecting at Wheeling with Train to
 Ohio Railroad, for Baltimore and Washington
 Connecting at Baltimore with Train for Phila-
 delphia and New York, direct
 Connecting at Washington for Frederick
 and Annapolis, Richmond, &c.
 In Train Night Express—Little Miami
 Connecting at Cincinnati at 6 o'clock, at Arives-
 ville at 7, at Leona, Zanesville at 8
 and arriving at Wheeling at 9 A. M.
 Connecting at Wheeling with Morning Ex-
 press and Ohio railroad, for Cumberland,
 Winchester and recently Morning Train for
 New York.
 Connecting with Train at Baltimore, for Phila-

Connecticut to Washington for Frederick
terbush, Richmond, &c.
Baggage checked from Cincinnati to Whe
from thence to Washington City, &c.
Baggage checked from Cincinnati to Balti
from thence to Philadelphia, &c.
Through tickets over Washington City can
be taken by this route, and this is the only route
through United States, en route via Baltimore
Delphia and New York.
Through tickets to Winchester, Richmond
Richburg, Petersburg, Norfolk, Weldon, and
ton, and only be procured by the Little Miss
and are only routes by which passengers can
without detention to Charleston, Savannah
Atlanta, Augusta, and all points South.

FOR THROUGH TICKETS,

and all information at Cincinnati, please apply to
Little Miami Station, P. W. Sander, General
No. 2 Burnett House, first door west of Vine
Gibson House, Front Office at southeast corner
and at River is directly opposite Spencer Hall
at the Little Miami Depot.

ISAAC M. BOUTWELL
Superintendent Central Ohio R.
O. W. S. BROWN,
Agent C. O. R. R., Cincinnati.

TO PITTSBURGH IN 14 HOURS
TO PHILADELPHIA IN 30½ HOURS
TO BALTIMORE IN 30½ HOURS

W. J. WEAVER

RAILROAD
Via Columbus.

THE LITTLE MIAMI, VIA
Columbus, being the shortest route, insures
form and safe speed. Connections are cer-
guaranteed here full time for meals. By
route from Cincinnati, a dangerous speed is
and compelled to overcome distance, which
actions uncertain.

The Columbus being exclusively an eastern time-table of the eastern roads are arranged in direct connection.

Passengers from Cincinnati, by the Bellows Falls road, get on a train from Indianapolis, Fort Wayne to the East, and ride over the road in Ohio to get to Crestline.

THREE DAILY TRAINS

At 6 a. m., 10 a. m., and 6 p. m.

First Train—Lightning Express, Little Miami road, leaves Cincinnati at 6 o'clock a. m., for Cos. Crestline, Pittsburgh, Lancaster, and Philadelphia and Baltimore. This is the only Express Train leaving Cincinnati with reliable connections to the East.

Second Train—Express, Little Miami Railroad, Cincinnati, at 10 o'clock a. m. for all the

This train leaves Cincinnati two hours later
other route, and makes the same connections.
Third Train—Night Express, Little Miami
leaves Cincinnati at 6 o'clock P. M. for all the
places. This Train leaves Cincinnati one hour
than any other train, and makes the same
connections. The Little Miami is the only train that
stops at all the depots at Cincinnati and
Keokuk.
FOR THROUGH TICKETS
And additional information, please apply at the Little
Miami and Covington and Lexington Offices, No. 17
Hillside, and the Cincinnati Office, No. 17
Hillside, and Old Cincinnati, corner Board
Front, opposite the Spencer House.
de1914 E. W. STRADER, General

Louisville, Ky., Feb. 5, 1877.

UNTIL FURTHER NOTICE

One Train daily will be run on the Louisville and Nashville Railroad. The Train will leave the Louisville at 2 1/2 o'clock P. M. and return to Shenandoah at 4 P. M.

An Omnibus line will connect with the Train on this road, and will take passengers from any place within the city limits. The Office of the line is at Owen's Hotel, corner of Fourth and 5th streets, and by leaving notice there passengers promptly called for at any house in the city.

J. F. GAMBLE.

LOUISVILLE AND LEXINGTON
Covington and Lexington



RAILROADS
SHIPPER WILL PLEASE
Notice that the above Roads are prepared
through receipts to Covington for Freight. The
are very reasonable.
For information in regard to rates, etc.,
call at Depot. SAML OF
Superintendent L. & N.